

(ESTABLISHED 1881.)

**\$30 PER ANNUM.**  
**SINGLE COPY, 10 CENTS.**

Hongkong, 25th February, 1907.



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" ..... 2,363 tons ..... Captain H. D. Jones.  
 "POWAN" ..... 2,338 " ..... " W. A. Valentine.  
 "FATSHAN" ..... 2,260 " ..... " R. D. Thomas.  
 "KINSHAN" ..... 1,995 " ..... " J. J. Lossius.  
 "HEUNGSHAN" ..... 1,998 " ..... " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN" ..... 1,551 tons ..... Captain E. H. Grainger.  
 "SUI-TAI" ..... 1,551 " ..... " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.  
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.  
 The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and from Hongkong at 1 P.M. from the Company's wharf.  
 Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 219 tons ..... Captain T. Hamlin.  
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" ..... 588 tons ..... Captain J. Willox.  
 "NANNING" ..... 589 " ..... " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.  
 Hongkong, 25th February, 1907.

JAVA-CHINA-JAPAN LINE.  
REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

| Steamer.  | From  | Expected on or about | Will leave for | On or about       |
|-----------|-------|----------------------|----------------|-------------------|
| TJIPANAS  | JAVA  | First half March     | JAPAN          | First half March  |
| TJIBODAS  | JAPAN | First half March     | JAVA PORTS     | First half March  |
| TJILIWONG | JAVA  | Second half March    | JAPAN          | Second half March |
| TJIMAH    | JAPAN | First half April     | JAVA PORTS     | First half April  |
| TJILATJAP | JAPAN | First half April     | JAVA PORTS     | Second half April |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

## THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375,  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 16th February, 1907.

WEST RIVER BRITISH STEAMSHIP CO.  
HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".  
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.  
 THE steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.  
 Fare for the Round Trip ..... \$30.  
 These steamers have Excellent Saloon Accommodation and are Lighted by Electricity.  
 For further information, apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.  
 HONGKONG.  
 Hongkong, 6th October, 1906.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.  
 Hongkong, 27th November, 1905.

## Dentistry.

DR. M. H. CHAUN,  
 THE LATEST METHOD  
 of the  
 AMERICAN SYSTEM OF DENTISTRY  
 37, DES VOEUX ROAD CENTRAL,  
 From the University of Pennsylvania, U.S.A.  
 Hongkong, 22nd July, 1905.

TWIN TING.  
 LATEST METHODS OF DENTISTRY.  
 STUDIO AT NO. 14, D'AQUILA STREET.  
 REASONABLE FEES.  
 Consultation Free.  
 Hongkong, 20th July, 1904.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
 ANTWERP, BREMEN/HAMBURG;  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND  
 SOUTH AMERICAN PORTS.  
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

| STEAMERS.             | SAILING DATES.            |
|-----------------------|---------------------------|
| PREUSSEN              | WEDNESDAY, 27th February. |
| PRINZESS ALICE        | WEDNESDAY, 13th March.    |
| PRINZ LUDWIG          | WEDNESDAY, 27th March.    |
| SACHSEN               | WEDNESDAY, 27th March.    |
| ZIETEN                | WEDNESDAY, 10th April.    |
| PRINZ REGENT LUITPOLD | WEDNESDAY, 24th April.    |
| PRINZ BITEL FRIEDRICH | WEDNESDAY, 8th May.       |
| BAYERN                | WEDNESDAY, 22nd May.      |
| PRINZ HEINRICH        | WEDNESDAY, 5th June.      |
| SCHARNHORST           | WEDNESDAY, 19th June.     |
| ROON                  | WEDNESDAY, 3rd July.      |

\* Conveying H. M. THE KING OF SIAM, carrying second-class passengers only.

ON WEDNESDAY, the 27th day of February, 1907, at Noon, the Steamship PREUSSEN, Captain Nahrath, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 25th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.  
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.  
 Linen can be washed on board.  
 Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

## RATES OF PASSAGE MONEY FROM HONGKONG:

|                                            | 1st Class  | 2nd Class  | 3rd Class  |
|--------------------------------------------|------------|------------|------------|
| TO NAPLES, GENOA & GIBRALTAR               | £61. 0. 0. | £42. 0. 0. | £22. 0. 0. |
| Return                                     | 91. 0. 0.  | 63. 0. 0.  | 33. 0. 0.  |
| TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG | 65. 0. 0.  | 44. 0. 0.  | 24. 0. 0.  |
| Return                                     | 97. 0. 0.  | 66. 0. 0.  | 36. 0. 0.  |
| * TO NEW YORK VIA SUEZ:                    |            |            |            |
| VIA NAPLES, GENOA OR GIBRALTAR             | 61. 0. 0.  | 44. 0. 0.  | 26. 0. 0.  |
| Return                                     | 115. 0. 0. | 79. 0. 0.  | 47. 0. 0.  |
| VIA BREMEN OR SOUTHAMPTON                  | 68. 0. 0.  | 46. 0. 0.  | 27. 0. 0.  |
| Return                                     | 123. 0. 0. | 83. 0. 0.  | 49. 0. 0.  |

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

| STEAMERS.       | TONS. | SAILING DATES.           |
|-----------------|-------|--------------------------|
| PRINZ WALDEMAR  | 3,227 | THURSDAY, 28th February. |
| PRINZ SIGISMUND | 3,302 | THURSDAY, 28th March.    |
| MANILA          | 1,790 | SATURDAY, 20th April.    |

ON THURSDAY, the 28th day of February, 1907, at Noon, the Steamship PRINZ WALDEMAR, Captain W. von Senden, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.  
 Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

|                                          | 1st Class   | 2nd Class   | 3rd Class  | 1st Class          | 2nd Class   |
|------------------------------------------|-------------|-------------|------------|--------------------|-------------|
| TO MANILA                                | \$50.00     | \$30.00     | \$20.00    | Return \$80.00     | \$50.00     |
| TO NEW GUINEA                            | £28. 0. 0.  | £18. 10. 0. | £14. 0. 0. | Return £42. 0. 0.  | £27. 15. 0. |
| TO BRISBANE                              | £30. 0. 0.  | £20. 0. 0.  | £14. 0. 0. | Return £54. 0. 0.  | £36. 0. 0.  |
| TO SYDNEY                                | £33. 0. 0.  | £23. 0. 0.  | £15. 0. 0. | Return £59. 10. 0. | £41. 10. 0. |
| TO MELBOURNE                             | £34. 10. 0. | £24. 10. 0. | £16. 0. 0. | Return £62. 5. 0.  | £44. 5. 0.  |
| TO YOKOHAMA                              | \$80.00     | \$60.00     | \$40.00    | Return \$120.00    | \$80.00     |
| TO KOBE                                  | \$95.00     | \$70.00     | \$50.00    | Return \$140.00    | \$95.00     |
| TO YOKOHAMA & back from KOBE to HONGKONG | \$100.00    | \$75.00     | \$55.00    | Return \$150.00    | \$100.00    |

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

|                                                              | 1st Class  |
|--------------------------------------------------------------|------------|
| TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer | £97. 0. 0. |
| TO EUROPE VIA AUSTRALIA AND AMERICA                          | 96. 0. 0.  |

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

| FOR                                 | STEAMERS     | ABOUT                |
|-------------------------------------|--------------|----------------------|
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | PRINZ LUDWIG | WEDNESDAY, 27th Feb. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | ZIETEN       | WEDNESDAY, 13th Mar. |

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. O. & O. S. S. Co. T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

|                                       | 1st Class  |
|---------------------------------------|------------|
| TO LONDON VIA PLYMOUTH OR SOUTHAMPTON | £62. 0. 0. |
| TO BREMEN                             | 65. 10. 0. |
| TO PARIS VIA CHERBOURG                | 65. 0. 0.  |
| TO NAPLES, GENOA VIA GIBRALTAR        | 65. 0. 0.  |

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 180.5 ft. bottom 155 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama." Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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AGE AND QUALITY GUARANTEED.

**Watson's**

**DUNDEE WHISKY,**

**No. 10.**

THE FINEST OLD SCOTCH.

J. WATSON & Co., Ltd., DUNDEE.

Hong Kong Agents: WATKINS, Ltd., 11, Robinson's Mall.

D. NOMA, TATTOOER,  
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,  
IN LIQUIDATION.

## TIME TABLE.

| WEEK DAYS.                         |                                          |
|------------------------------------|------------------------------------------|
| 7.00 a.m. to 7.30 a.m.             | Every 30 minutes.                        |
| 7.30 a.m. to 9.30 a.m.             | Every 10 minutes.                        |
| 9.30 a.m. to 11.00 a.m.            | Every 15 minutes.                        |
| 11.30 a.m. to 12.45 p.m.           | Every 15 minutes.                        |
| 12.45 p.m. to 1.15 p.m.            | Every 15 minutes.                        |
| 1.15 p.m. to 1.45 p.m.             | Every 15 minutes.                        |
| 1.45 p.m. to 2.15 p.m.             | Every 15 minutes.                        |
| 2.15 p.m. to 3.00 p.m.             | Every 15 minutes.                        |
| 3.30 p.m. to 5.00 p.m.             | Every 15 minutes.                        |
| 5.00 p.m. to 6.00 p.m.             | Every 10 minutes.                        |
| NIGHT CARS.                        |                                          |
| 8.45 p.m. and 9 p.m.               | 9.45 p.m. to 11.15 p.m. every half hour. |
| SUNDAYS.                           |                                          |
| 8.00 a.m. to 9.00 a.m.             | Every 15 minutes.                        |
| 9.00 a.m. to 9.30 a.m.             | Every 30 minutes.                        |
| 9.30 a.m. to 10.30 a.m.            | Every 15 minutes.                        |
| 10.30 a.m. to 11.00 a.m.           | Every 10 minutes.                        |
| 12.00 Noon to 1.00 p.m.            | Every 10 minutes.                        |
| 1.00 p.m. to 5.00 p.m.             | Every 15 minutes.                        |
| 5.00 p.m. to 6.00 p.m.             | Every 10 minutes.                        |
| 6.00 p.m. to 7.00 p.m.             | Every 15 minutes.                        |
| 7.00 p.m. to 8.00 p.m.             | Every 10 minutes.                        |
| NIGHT CARS as on Week Days.        |                                          |
| SATURDAYS.                         |                                          |
| Extra cars at 11.30 and 11.45 p.m. |                                          |

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
 Liquidators.  
 Hongkong, 27th August, 1906.

## For Sale.

## NIKKO CO.

WHOLESALE AND RETAIL DEALERS,  
 in all kinds of  
 JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906.

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## FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,  
司公隆李

CABINET-MAKERS AND ART DECORATORS,  
 from Shanghai, has re-opened their  
 FURNITURE STORE  
 at  
 No. 39, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—  
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."  
 (Sd.) A. S. Watson & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st February, 1907.

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### Consignees.

**Sold by all Chemists**



## Intimation.

## A. S. WATSON &amp; CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and

SHERRIES bottled in Europe, have

been especially selected and pro-

cured from the celebrated Firm of

## C. G. SANDEMAN SONS &amp; CO.

London, Oporto and Xeres.

## PORTS.

|                       | Per Case. |
|-----------------------|-----------|
| DOURO .....           | \$15.00   |
| OLD TAWNY .....       | 18.00     |
| INVALID .....         | 18.00     |
| ESTRELLA .....        | 24.00     |
| FIVE DIAMOND .....    | 27.00     |
| VERY OLD TAWNY .....  | 42.00     |
| OLIVES & FINEST ..... | 50.00     |

## SHERRIES.

|                      | Per Case. |
|----------------------|-----------|
| LIGHT DRY .....      | \$13.00   |
| SOLERA .....         | 18.00     |
| VERY PALE DRY .....  | 18.00     |
| FULL GOLDEN .....    | 21.00     |
| PALE DRY NUTTY ..... | 24.00     |
| FINE OLD BROWN ..... | 36.00     |

## A. S. WATSON &amp; CO., LIMITED.

AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

## DEATHS.

On the 18th inst., at Shanghai, EULALIA, wife of E. Dignamese, aged 23 years.

Joachim Antonio Ferrás e Maria Augusta Marques da Silva Ferrás, Shanghai, participam a todos os seus parentes e pessoas das suas relações e amizade o falecimento da sua filha, MARIA ALINA, de 24 annos, no dia 15 do corrente, ás 4.30 a.m.

## The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 25, 1907.

## THE DOCK CO.

Those of the shareholders in the Hongkong and Whampoa Dock Co., Ltd., who have taken an active part in opposing the tentative proposal to increase the capital of the Company for the purpose of lengthening the No. 1 Dock at Kowloon will have cause for gratification in the Chairman's pronouncement at the annual meeting to-day when Sir Paul Chater said: "We hope to be able to carry it [the extension] through without making any call upon shareholders for increased capital." There may be among the shareholders many who would have preferred a more definite statement from the chair as regards the vexed question of the increase of capital, than the mere expression of hope of the Company's ability to provide for the extension scheme out of profits. Writing for ourselves we confess our inability to endorse so guarded a statement, since the Board must have long been in possession of actual figures realisable out of "the vast amount of work" not yet completed and "the profits arising therefrom will come into the accounts for the current six months." It is idle to suppose that large repairing jobs that have been tendered for and accepted and which are in progress cannot, with a reasonable degree of approximation, be figured out; and as it is admitted that the largest profits arising from the typhoon are yet to accrue, the Directorate might have taken the shareholders more into their confidence and remove the doubt as to the financial ability of the Company to meet the cost of extension. Another point gained for the signatories to the protest against the increase of capital is in securing the reversion of the Board's decision to place the undertaking in the hands of engineers not connected with the Company. It was from the outset known to those intimately associated with the capabilities of the staff of the Docks at Kowloon that amongst its members there were men of sufficient technical skill and ability

to plan, supervise and carry out the undertaking without calling in outside technical aid which means additional extra cost. When Pocks are no longer considered the "Consols of the East" and confidence wholly estranged from the great majority of shareholders, it behoves the Directors to watch every avenue of extraneous expenditure and we are glad to observe the ultimate acquiescence by the Board in the wiser counsels of the interested shareholders, who—in opposing the policy that might have spelled disaster to the Dock Co. had it been put into execution by calling for fresh capital under decidedly unpopular conditions—have successfully staved off the impending ruin of a concern on whose continued prosperity so many and such large interests depend in the Colony.

## LOCAL AND GENERAL.

The English mail of the 26th January was delivered in London on the 23rd inst.

38 Rank and File, 3 Followers, 11th Infantry, arrived from Bombay per s.s. *Macdonald* on 21st February, 1907, to complete strength.

The annual meeting of the Finance Committee of the Alice Memorial and Affiliated Hospitals will be held to-morrow in the Alice Memorial Hospital, at 5 o'clock.

LIEUTENANT A. Golt, Inspector of Army Schools, proceeded on Inspection Duty, to Mauritius, Colombo, and Singapore, per s.s. *Durham* on 23rd inst.

THE Chinese Engineering and Mining Co.'s total output of the Company's three mines for the week ending February 2, 1907, amounted to 19,190.67 tons and the sales during the same period to 16,249.98 tons.

RETURN of visitors to the City Hall Library and Museum for the week ending the 24th February, 1907:—Library, non-Chinese, 178; Chinese, 80; Total, 258; Museum, non-Chinese, 134; Chinese, 275; Total, 389.

A PRIVATE letter from Yauyau in the Central China Famine district from one of the Catholic Fathers states that every day when going out into the streets the saw women and children, lying on the ground either dead or dying; and that the distress of the people was growing more intense.

THE Nippon Kerosene Oil Refining Company, which is now being organised with the object of refining coarse kerosene oil by a method invented by Mr. Hagihara of Osaka, has for promoters a number of kerosene oil merchants of Osaka, and it has been decided to establish a refinery at Osaka. The capital of the Company is 1,000,000 yen. Of the 20,000 shares, 15,000 will be owned by the promoters and the remaining 5,000 offered to the public. The subscription list will be open from February 11 to 25.

THE summons against the coxswain of the steam launch *Jack Lee* who was summoned some days ago by P. C. Berrie, of the Water Police, for forgoing the launch in the harbour without a licence, and failing to stop when called upon to do so by the police, was concluded at the Police Court, this forenoon. Mr. Hazeland found the accused not guilty on the first charge. On the second count he fined him \$25. The *Jack Lee* is at present being overhauled, as, according to reports, she is in an unseaworthy condition at present.

THE annual report of the Shanghai Gas Company for 1906 reveals a net profit for the year of just over £12,000 and this permits the payment in addition to the 7 per cent. interim dividend of a final dividend on old shares of 7 per cent. dividend on new shares for two months at 14 per cent. and a bonus on old shares of 1s. 1s. and on new shares of 1s. 0.25 per share. The private consumption increased during the year by 51,804,675 cubic feet; there was a small increase in the public consumption and residuals found a favourable market.

THE gamblers were out for a good time yesterday; they are "in" for having it, to-day—or, rather, for not having the means to pay their fines, as ordered by Mr. F. A. Hazeland when presiding at the Magistracy. A large number of these lovers of chance were arrested by Sergeant Gordon in the servant quarters at the Ping Theatre, at West Point, when a heterogeneous mass of cooks, boys, and house coolies were taken. They had nothing whatever to say, and Mr. Hazeland fined the leaders \$25 each, and the gamblers \$3 per cap. Another lot were the quarry of a Jukong on duty in Clarence Street, who gathered in a gang of street gamblers. Mr. Hazeland let these off with fines of \$2 each.

FOULTERERS are proverbial the world over for their utter disregard for the manner in which they pack and carry fowls, ducks, geese, etc., in transit from farm to market, or shop to customers' dwellings, but nowhere is this callousness so calmly displayed as in the Far East. And Hongkong is no exception, and cannot be exempted from this sweeping assertion, for who, if observant, has not seen the overloaded baskets and crates of these birds being brought off the Canton boats, with the fowls' heads, legs, and wings, oft-times literally forced through the apertures of their temporary prison-homes. Just such an occurrence was observed yesterday by Inspector Goulay at East Point, and without any argument, he arrested the culprit, one To Shek Cheung, a farmer, and this morning placed him before Mr. F. A. Hazeland, on a charge of causing unnecessary suffering to the fowls. The Inspector said the baskets were only intended to hold 16 fowls each at the outside, but the defendant was carrying no less than 47 in the two baskets. Mr. Hazeland said the man was unnecessarily cruel, and fined him \$15, with, of course, the usual alternative.

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## ANNUAL MEETING.

The ordinary yearly meeting of shareholders in the Hongkong and Whampoa Dock Co., Ltd., was held in the offices of the company, Queen's Buildings, at 12 o'clock noon, to-day, for the purpose of receiving the report of the directors and the statement of accounts to the 31st December, 1906. There were present Sir Paul Chater (chairman), the Hon. Mr. W. J. Gresson, Messrs. E. Goetz, A. Haupt, G. H. Medhurst, N. A. Siebs, S. Silverstone, J. S. Van Buren, D. W. Craddock, and H. P. White (directors); W. Wilson (acting chief manager), T. I. Rose (secretary); R. J. Audap, J. P. Braga, G. de Champeaux, Chiu Siu Ki, Chao Leep Chee, Capt. W. E. Clarke, Messrs. Albert Denison, F. E. Ellis, E. George, Ho Fook, W. C. Jack, E. J. May, S. H. Michael, S. J. Michael, E. J. Moses, W. Parlane, Thomas Skinner, H. Percy Smith, W. H. Wickham, and A. G. Wood.

The Secretary read the notice convening the meeting.

The Chairman then said:—Gentlemen,—The report and statement of accounts having been in your hands for some days, I will, with your permission, take them as read. The net profits for the half-year ending 31st December, 1906, amount to \$369,590.36 as compared with \$403,256.44 for the first six months of the year, and \$171,649.83 for the corresponding period of 1905. To this sum must be added the sum of \$329,087.38, the balance brought forward from last account, and after deducting directors' and auditors' fees we have available for appropriation the sum of \$750,933.74, which sum your directors propose, subject to your approval, to deal with as follows:—To pay a dividend for the half-year of 12 per cent. or \$6 per share absorbing \$100,000, to place \$50,000 to the credit of a special account to be called "No. 1 Dock Extension Account," and to carry forward the balance \$400,933.74 to a new account. Appropriations which will, your directors trust, meet the wishes of the shareholders? While in view of the disastrous typhoons which occurred in September last, and the vast amount of work for the Company resulting therefrom, it may at first sight appear that our earnings for the past six months are somewhat less than might have reasonably been expected, it must be borne in mind that the whole of this work has not yet been completed and consequently the period now under review does not reap the full benefit thereof, several large repairing jobs remain yet to be done and the profits arising therefrom will come into the accounts for the current six months, and while on this subject it may be interesting to you to learn to what extent we ourselves suffered by these same typhoons. Gentlemen, I am pleased to state that the amount of damage done to your property was comparatively slight, approximating in all only some \$53,800. Two of our launches were submerged; they have since been raised and fully repaired at a cost of \$9,200 which sum has been passed to the debit of Marine Insurance A/c. The caissons, sea-walls, wharves, buildings, etc., at our three establishments sustained damage to the extent of about \$44,600, of which \$17,133 has already been paid for repairs executed and passed to the debit of Working A/c., leaving \$27,467 to be expended during the current six months; taking into consideration the tremendous havoc wrought by the blow of the 18th September throughout the Colony, but more particularly on the Kowloon side, I think it is a matter for congratulation that we escaped without sustaining far heavier damage. The tonnage of British and Foreign men-of-war docked during the past six months shows a decrease of 7,350 tons, a falling off largely attributable to the arrival in the Philippines of the Floating Dock, not a single American vessel having come to us for docking since then. On the other hand, the tonnage of merchant vessels shows an increase over the previous six months of some 10,098 tons, the tonnage docked since 1st July being for this class of vessel 466,360 tons. While we have not been engaged in the construction of any large vessels lately, a glance at our report will show that we have not been idle in the building yard, quite a number of small craft having been turned out and others are now nearing completion; this work together with the repairs to the numerous vessels damaged in September last has kept us fully employed for months past. Tonnage and Dredger A/c's.—You will be pleased to see once more on the right side of the accounts. The value of "materials on hand" is about the same as in the last account, while work in progress shows an increase of about \$82,000. The purchase of the land at Kowloon referred to at our private meeting in August last is completed, and we have now under consideration tenders for the work of removing the hill and lengthening the No. 1 Dock. We propose carrying on this work with our own staff, and as I have already mentioned, recommend passing the first sum of \$50,000 to an account specially to defray the cost of this undertaking and we hope to be able to carry it through without making any call upon shareholders for increased capital. Before moving the adoption of the report and accounts I shall be pleased to answer to the best of my ability any question you may wish to ask.

No questions were asked.

Mr. A. G. Wood, in seconding, said:—Mr. Chairman,—I have much pleasure in seconding this resolution, which must I think be considered satisfactory. It is also satisfactory to learn that we suffered comparatively little loss from last September's typhoon, while there is still an amount of work in hand arising from that calamity. I am sure that our shareholders have heard with pleasure what you have told us about the dock extension now being taken in hand. Many may perhaps agree with me in regretting that we are at the commencement of this work instead of at its completion; we would have been then in a much better position to meet the increased competition we have to expect. I understand that Sir Paul Chater is vacating the chair which he has occupied for four years. So I ask you to join me in thanking him for the valuable services he, with the assistance of his colleagues, has rendered to the Company, and in hoping that his successors' labours in the chair will continue to promote its success. I do not know that I can suggest a more efficient spur than by pointing to the fact that at this time last year our shares were quoted at \$163 and now they are at \$140. I have much pleasure in seconding the motion.

The report and accounts were adopted unanimously.

Mr. George moved that the appointment of the Hon. Mr. W. J. Gresson and Mr. D. W. Craddock to the directorate be confirmed.

Mr. A. Denison seconded and the motion was carried.

Captain Clarke moved the re-election of Mr. N. A. Siebs and the Hon. Mr. W. J. Gresson.

Mr. Jack seconded and the motion was adopted.

Mr. Parlane moved the re-appointment of Messrs. H. U. Jeffries and H. Percy Smith as auditors.

Mr. Ho Fook seconded and the motion was adopted.

The Chairman—Dividend warrants will be ready to-morrow. Thank you for your presence.

The meeting then ended.

PRINCE FUSHIMI'S MISSION.

The interchange of missions between the Courts of St. James and Tokio sets, as it were, the popular imprimatur on the Treaty of Alliance ratified by the respective Governments of the two countries. Five years ago, when the Anglo-Japanese Agreement for Alliance was drawn up, the action of the British Government constituted a significant departure from a policy of eschewing alliances, which seemed likely to become one of Great Britain's traditions. It is true that such a policy applied mainly, if not exclusively, to the European continent; but at that time the possibility of an alliance outside Europe, with the sole exception of America, which in virtue of Anglo-Saxon kinship is in a category of its own in regard to our "foreign" relations, would hardly have occurred to the popular imagination. Consequently it was left to the far-sightedness of our statesmen to discover where a policy of nominal isolation might be departed from with advantage to the nation and to lead the country with them, in their interpretation of the signs of the future. The tentative nature of their action may be gathered from the fact that an Agreement for Alliance was allowed to precede by three years the more comprehensive Treaty of Alliance signed on August 12, 1905. Current events in the Far East provided the best possible confirmation of the wisdom of the British Government's policy and ensured for the Alliance a full measure of popular support in Great Britain. With a happy knack of giving expression to the nation's feeling in a manner that at once commends itself to the country, King Edward set the seal of popular approval on the Treaty by charging Prince Arthur of Connaught with the personal investiture of the Emperor of Japan with the Order of the Garter. That mission called for a return visit to the Court of St. James, which has been entrusted to His Imperial Highness Prince Fushimi, a cousin of the Emperor and one of Japan's distinguished generals.

The chain of events recently forged in the Far East, of which the mission of Prince Fushimi is but one link, is significant of more than a political alliance between two countries. With the rapid rise of Japan we have seen challenged for the first time the comfortable assumption, which for centuries has held its own ground, that the world belonged to the white races of mankind. We have arrogated to ourselves the enjoyment of the only civilization worthy of the name, and urged forward by a power that is not of ourselves we have conceived it to be our duty to extend that civilization throughout the world. The ultimate effect of such a crusade we have hardly stopped to realize; but confident, as it were, in our own destiny, we have continued to push forward the white man's civilization. Only now are we able to appreciate the far-reaching possibilities of such a policy, if once the non-white races take us at our word. The peculiar circumstances in which their lives are ordered will give them an overwhelming advantage in all joint competition; they can produce cheaply, and cheapness, if not the *summum bonum* of industry, carries with it an almost irresistible attraction. Whether in peace or in war the Japanese have proved themselves capable of mastering all the white man's arts. It is true that not all non-white races are Japanese; but as we have proved the capabilities of the one race in such an incredibly short time, it would be dangerous to speculate on the absence of latent possibilities in others. Forty years ago no one could have predicted that Japan would occupy the position she holds to-day, in another forty years those who are convinced today that the Japanese will exhaust the possibilities of the non-white races may be equally wide of the mark.

It is inevitable that the tendency which has already manifested itself should continue to develop; and it would be well for the white races at this stage to consider carefully the situation and the manner in which they propose to order their actions. Already the Japanese constitute a new industrial force in what was formerly the white man's preserve. In a less degree the natives of India are entering into direct competition with the white races, and this not only in their own country, but also in other lands. In spite of race prejudice, the non-white races find their way into the white man's territory; Japanese are the agricultural labourers of California, Indians are their counterpart in Natal, while Chinese are working some of the mines of the Transvaal and are wanted for the Panama Canal. In each case the white man refuses or has refused to do the work. Against these powerful forces the policy of rigid exclusion seems too crude to be successful in the long run. It is difficult, however, to foresee the end. For the moment the best policy must be to face the altered circumstances and to let diamond cut diamond. No white race will altogether reject competition; but it has the right to expect complete straightforwardness from those who ask to meet it on equal terms.—*M. G. D. Brown.*

## THE BUILDING AUTHORITY

## AND THE IRON PARTITIONS.

At the upreme Court this morning before the Full Bench, consisting of their Honours the Chief Justice and Mr. Justice Wils, Puisne Judge, judgment was given in the matter of the Building Authority, and Fung Chun Un in two cases.

Mr. Wise said:—This matter came before the Full Court by way of appeal on two cases stated by a Police Magistrate.

The facts are shortly as follows:—

On July 13, 1906, a complaint was preferred at the Police Court by the Building Authority against Fung Chun Un, under sections 230 and 235 of the Public Health and Buildings Ordinance (1 of 1903) charging him with neglecting to comply with the requirements of a notice dated June 29, 1906, requiring him to remove certain illegal wrought iron partitions at Nos. 1, 2, 4 and 5, Hill Road. On the hearing of the said complaint on July 31, 1906, the Magistrate held that the notice was bad because it did not refer to the section of the Ordinance alleged to have been contravened but he convicted Fung Chun Un under section 222, subsection 1 of the same Ordinance for having commenced the building of these partitions without having previously submitted proper plans to the Building Authority, and imposed a fine of \$100, under section 230 of the Ordinance. No objection was raised as to either of these decisions, so for the purposes of this appeal they stand.

On October 16, 1906, another complaint was preferred at the Police Court by the Building Authority against Fung Chun Un, under section 230 of the Ordinance, for that he did on September 16, 1906, neglect to comply with the requirements of a notice dated September 8, 1906 (duly served on him) requiring him to remove the whole of these partitions which had been erected in contravention of Section 222. For the purposes of this appeal this notice must be taken to be in order. It is admitted that the partitions were erected without the plans having been previously submitted to the Building Authority, and also that subsequently plans were submitted which have been approved. The matter came on for hearing before the Magistrate, and on behalf of Fung Chun Un it was contended that, in consequence of the previous fine the matter was *res judicata*. On November 13, 1906 the Magistrate decided against the plea of *res judicata*, so that one of the questions before this Court is whether the conviction of July 31, 1906, is not a bar to the complaint of October 16, 1906.

Having decided that point the Magistrate proceeded to consider the case. It was contended on behalf of the Building Authority that the infringement of section 212 of the Ordinance by having erected these partitions without previous submission of plans was a nuisance within the meaning of section 229 of the Ordinance. The Magistrate however on November 20, 1906, decided that a nuisance under section 229 is restricted to a contravention of the structural requirements of the Ordinance and dismissed the complaint. The other question, then, for the decision of this Court, is whether a contravention of section 222 is a nuisance within the meaning of section 229. Those are the facts as stated in the cases on which we have to decide the points of law. We found it convenient to take the second point first.

It was argued on behalf of Fung Chun Un that the Building Authority had never shown that the plans as subsequently produced were bad, and that therefore he must approve. However it seems to me that the only fact before us is that he did not approve, and that in the absence of anything else we must infer that he had reasons for not approving. It was also contended that these partitions do not interfere with the general structure and that the word "nuisance" in sections 229 and 231 must not be read as "offence."

On referring to section 229 sub-section 3 which reads "Any building or works whatsoever commenced, resumed, altered, or completed in contravention of any of the provisions of this Ordinance" Counsel argued that it ought to be read "Any building or works whatsoever in contravention of any of the provisions of this Ordinance hereafter commenced, resumed, altered or completed." However when the opening words of section 222 sub-section 1 are considered viz., "It shall not be lawful to commence any building or works or to repair or reconstruct any existing building or works etc." it appears to me that the word "altered" in section 229 sub-section 3, must be taken to refer to the "existing building or works" mentioned in section 222 sub-section 1. Then again sub-section 6 of section 229 seems to be wide enough to cover everything viz. "Any act, failure, neglect, omission or refusal whereby any provisions of this Ordinance is contravened." I am therefore of opinion that the Magistrate was wrong on this point, certainly on the grounds he gave for his decision. As to the question of *res judicata* I am of opinion that the fine is no bar in this case. He was fined first of all for having erected these partitions without having previously submitted plans for the approval of the Building Authority.

A notice was then duly served on him to abate the nuisances which still continue if it is a nuisance as I have held it is. To hold otherwise would be to stultify the Ordinance.

Fung Chun Un admits he started with an illegality and as the law at present stands he seems to be continuing it.

I therefore consider that on this point the Magistrate was right.

ANOTHER street coolie, one Man Wai, yesterday fell a victim to the temptation afforded by the gleaming gold ear-pin, glittering in the hair of a Chinese lady, in Wanchoi. There was the usual rush, the hand on the lady's head, the pin gone, the hue and cry, the arrest, the plea of gully, and the sentence of six weeks' hard labour and four hours' stocks. And then Mr. Hazeland sat back to wait for the next!

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## CANTON-HANKOW RAILWAY.

## SPECIAL COMMISSIONER APPOINTED.

[From Our Own Correspondent.]

Shanghai, 25th February,

2.40 p.m.

It is reported in mandarin circles that H.E. Tang Shao-yi will proceed to Canton shortly to settle the matters at variance between the shareholders and the directors of the Canton-Hankow Railway.

## OBITUARY.

## MR. S. MOUTRIE DEAD.

[From Our Own Correspondent.]

Shanghai, 25th February,

2.40 p.m.

Mr. Sydenham Moutrie, managing director of Messrs. S. Moutrie & Co., is dead.

## A GOOD THING.

## RELYING ON FRIENDS FOR A LIVING.

An aged Chinaman stepped into the witness box at the Police Court this morning to give evidence in a case which was supposed to have come under his notice. The charge against the accused was that of larceny—stealing a jacket from a hawk's stall at noon, yesterday. The old man, who, according to his evidence, saw the whole affair, was a witness for the defence, and as soon as he entered the box he was put "through the mill" and made to tell a few "home truths" about himself.

"What is your occupation?" asked his Worship.

"I've no work," replied the witness.

"How long have you been out of work?"

"Several months."

"Where were you last employed?"

"I was a coolie at the barracks once."

"Where have you been living all this time?"

"With a friend."

"Who is that friend?"

"My friend is employed on board an *Em-press* boat."

"There are several *Em-presses*. Which one?" queried the Court.

"The *Em-press of Japan*."

"Is your friend in Court now?"

"No—he sailed on the 14th of this month."

"Then how are you living with him?"

"I am living in his cubicle. When his ship is in port we share the room," explained the witness.

"How much do you pay for that?"

"I don't pay anything."

"Then who pays rent?"

"I don't."

"How much money have you in this world?"

"Not a cash."

"Then how do you manage to get along?"

"You see it is this way. I am an old man and my friends, having pity on me, see that I am looked after."

His evidence on the case was then heard, then the defendant was sent to gaol for three weeks and four hours' stocks.

## TRAFFIC IN JAPANESE WOMEN.

## NOTORIOUS CRIMINAL ARRESTED.

A man named Taka-Kamekichi, aged 38, who, according to vernacular contemporaries is notorious as a murderer, burglar, and abductor of girls, has been arrested at Moji. He had in his possession numerous cuttings from the Osaka and Kobe papers relating to him and his misdeeds. He was about to leave the country when arrested. Two pieces of Yioo notes and Y46 in other notes were found in his possession. He was sent on to Nagasaki on Tuesday, says the *Yan Chien* of Feb. 14, as he has committed crimes chiefly in and about Nagasaki. He has of late been engaged in the abominable traffic in Japanese women, who have been sent by him to Hongkong, Shanghai, and elsewhere, making Moji his headquarters.

## SHIPPING AND MAELS.

## MAILS DUE.

Indian (*Kutling*) 27th inst.  
German (*Prinz Ludwig*) 1st prox.  
Australian (*Changha*) 13th prox.

The Apar Co's s.s. *Lightning* from Calcutta left this a.m., and may be expected here on 2nd prox.

The M. M. Co's s.s. *Ernest Simons*, with the next French mail, left Singapore on 25th inst., at 4 a.m., for this port via Saigon.

The N. Y. K. s.s. *Ceylon Maru*, Bombay Line, left Bombay for this port on 23rd inst., and is expected here on 10th prox.

The P. M. S. S. Co's s.s. *Korea* sails from Yokohama for Hongkong to-day, and will be due to arrive at this port on 8th prox.

The Imperial German Mail s.s. *Prinzess* left Shanghai on 23rd inst., at 10 a.m., and may be expected here on 26th inst., at 3 p.m.

The M. M. Co's cargo-boat *Kongang Si* from Antwerp and ports of call left Singapore on 24th inst., and is due here on 2nd prox.

The T. K. K. s.s. *Hongkong Maru* sailed from Manila on 24th inst., and is due to arrive at this port between 4 and 5 p.m., to-day.

The Java-China-Japan Lin. s.s. *Tifodas* left Kobe via Moji and Amoy for this port on 21st inst., and may be expected here on 5th prox.

The N. K. K. s.s. *Sado Maru*, European Line, left Kobe via Moji and Shanghai for this port on 23rd inst., and is expected here on 4th prox.

The C. P. R. Co's s.s. *Albatross* arrived at Shanghai at 11 p.m., on 23rd inst., and left again at 4 a.m., Sunday, for Nagasaki, where she is due to arrive at 10 p.m., on 25th inst.



## TELEGRAMS.

[Reuter's.]

## The Wreck of the "Berlin."

LONDON, 22nd February.

The life-boat made continual desperate efforts yesterday evening to reach the wreck of the *Berlin*, on which several persons were visible and their cries audible. Communication was established three times, but each time the rope snapped.

Later.

Eleven persons were saved from the wreck of the *Berlin*, viz., five of the crew, two ladies of the Opera Company, and four gentlemen, the latter including Mr. Brodersen.

Prince Henry of Prussia, who had been on the *Hock* and twice approached the wreck in a tug.

A furious gale continues on the Western part of the Continent. A Norwegian three-masted ship is ashore on the coast of Denmark, and 18 of the crew have been drowned. At Cuxhaven, a German cruiser collided with, and sank a tug, five of the crew of the latter being drowned.

23rd February.

Two women, opera singers, and a nurse are still on the wreck, too feeble to clasp the life line; one has a broken arm. There is very little hope of a rescue.

## The Ambassador to the United States.

Mr. Bryce has arrived at Washington.

## OPIMUM STOPPAGES.

AN IMPORTANT GOVERNMENT DECISION.

We have been courteously favoured with a communication, which reads as follows:—Among articles and letters in your paper which testify to the great interest taken in the Indian opium trade, it will be of interest to you to know that the Indian Government have decided that the quantities to be sold at the monthly public sales will be reduced by 200 chests of Patna and Benares which is less than at present. The total sales for the year will therefore be 48,000, instead of 52,800 chests, formerly sold.

## THE IMPORTATION OF ARMS INTO CHINA.

The following rules for the prevention of the smuggling of firearms into China by revolutionary associations or members of secret organizations have been passed by the Manchou General T'ieh Liang in his capacity as the Controller-General of the I. M. Customs, and issued by the Inspector-General (Sir R. Hart) for enforcement by the Commissioners of Customs at the various Treaty Ports:—

1.—If the Chinese Government or any of the Viceroy or Governors want to purchase arms from foreign countries, the Commissioner of the Customs at the port of entry must be notified by the Customs Tantai beforehand, otherwise they cannot pass through the I. M. C. at any of the Treaty Ports for China.

2.—No foreign firm in China is allowed to import more than six rifles and 12,500 cartridges, at a time. Full particulars should be recorded in the book of the firm in case the arms are sold to others for future investigation purposes by the Commissioner of the Customs at that port if necessary.

3.—The quantity of arms imported into China by any of the foreign firms as examples for the Chinese Government is not to exceed two with 1,000 cartridges, while foreign merchants and other respectable subjects of the Treaty powers are only permitted to import one rifle and 500 cartridges each for self-protecting purposes. In all cases the importer must furnish full particulars to the Commissioner of the Customs at the port of entry prior to the landing of these arms. In the case of firms the importer or manager of the firm is not permitted to sell the arms to other for other purposes.

4.—All descriptions of arms imported into China from foreign countries must pay five per cent. Customs duty at the port of entry.—N. C. D. News.

## CHINA FAMINE.

AMERICAN AID DECLINED.

The S. C. D. Journal says:—On the recommendation of T. E. Sheng Kung-pao and Lu Hai-huan, of Shanghai, the offer of the U. S. Government and people to despatch shipsloads of flour and other foodstuff to China for the relief of the famine-stricken people in the districts of Hsuehchow, Huai-an, and Hsichow has been politely refused by the Peking Government, on the ground that the Chinese Authorities in Kiangsu find no difficulty in purchasing cereals and beans from the neighbouring provinces for relief purposes, if funds permit, that is as much as to say, the Peking Authorities shall be more than glad to receive monetary contributions from the U. S. Government and people instead of shipsloads of foodstuffs, with a view to saving trouble and expense.

The Chinese Minister to Washington has been instructed to formally communicate this idea to the U. S. Secretary of State, and thank President Roosevelt for this charitable movement for the poor famine sufferers.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 24th at 12.30.—The barometer has fallen over S. China and E. Japan.

Pressure is highest over Central China, and gradients are moderate to slight.

Fresh to moderate monsoon may be expected in the Formosa Channel and the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, E. winds, fresh; fair.

2.—Formosa Channel, N.E. winds, fresh to moderate.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

## THE TUNG LOI LANE HOLOCAUST.

CORONER'S INQUIRY.

ESCAPE ORDINANCE MUST BE ENFORCED.

Mr. F. A. Hazeland, presiding as Coroner and a jury, consisting of Messrs. C. Rogers (foreman), T. W. Clarke and H. P. Madar, held an inquiry at the Magistracy this afternoon into the circumstances touching the deaths of a number of persons who were killed in a fire which broke out at No. 3, Tung Loi Lane, early on the morning of the 2nd instant, due record of which having already been made in these columns.

Inspector Warnock, of the Central Police Station, and Detective-Sergeant Watt watched proceedings on behalf of the police.

Early on the morning of the 2nd instant, Crown Sergeant Fenton declared, a message was received at the Fire Brigade Station giving notice that a fire had broken out in Tung Loi Lane. Witness was the first European fireman on the scene. When he arrived on the scene the entire building was on fire and flames were bursting out of every window.

At this stage the Coroner called Mr. Haggard, an engineer from the Public Works Department, who submitted a plan of the building to the Court.

Mr. Hazeland informed the jury that the reason why the inmates of this house were unable to escape was because the bamboo ladder which led to the roof of the house took fire and shut out all means of escape. Mr. Clarke, one of the jurymen, asked Mr. Haggard if, for instance, the ladder leading to the roof of this house was made of ordinary wood, instead of bamboo, would it have taken fire so easily. Mr. Haggard replied that it was a question of time. He said that the wood used to make stairways in Chinese houses is usually of so common a nature that he doubted whether any Chinese staircase would last long in any fire.

Jurymen Clarke, who said he had had previous experience with fires, declared that he was in favour of a moveable ladder, as it was in this case, than one which is a fixture, and liable to take fire quicker than the other. Iron ladders, in his opinion, would not have been any better for with the fire nearby it would get hot and would be impossible to mount.

The Coroner thanked Mr. Clarke for his opinions and said he was pleased to have had a person on the jury who had some experience of fires.

Sergeant Fenton, who is a foreman in the fire brigade, continuing, said that after the fire six charred bodies were found. He also spoke of a few other unfortunate who had to be taken to hospital suffering from burns. Dr. Heanley, medical officer of the public mortuaries, was the next witness called, and he referred to examining several bodies that were brought to the mortuary, after the fire. He was of opinion that death was due to suffocation and extensive burns.

## AN EYE-WITNESS'S STORY.

A Chinese gentleman, who was asleep in one of the upper floors when the fire broke out on the ground floor, told a story of how he rescued six persons from being burnt to death, which was proved by a glance at his hands. Two fingers of each hand were in bandages, the result of severe burns. He said, in telling of what he had gone through during the fire, that on the morning in question he was awakened by the sounds of a police whistle being violently blown in the street. He jumped out of bed and found the room full of smoke. Not much time was lost before the flames ate through the floor, and he started to leave the burning building. The main stairway leading to the street was on fire. There was a panic, he continued. The inmates of the floors below—he lived on the top floor—all made a rush for witness's flat to escape by the roof. Several succeeded in doing so, whilst others met their death ascending the ladder. In a very few minutes the trap-door was blocked by these fleeing persons. Witness went on to explain that he worked his way to the top of the ladder and getting on to the roof was the means of pulling six persons up through the trap-door and on to the roof. The flames were then burning fiercely. Soon the ladder took fire and it was in dragging up the last person that he had his fingers burnt. There were eleven persons living on this floor and only five are alive now; six being killed in the fire.

## QUESTION OF FIRE ESCAPES.

A question of fire escapes in Chinese buildings was then brought up. The witness said that the ladder—or what was left of it—was his property. He had occupied two houses in this Colony and in each case he had to buy his own ladder, no ladder being supplied by the landlord which could be used in cases of fire to escape by the roof. The Coroner could not get from the witness whether this was the general custom among the Chinese, so another person was summoned to speak on the subject. He said that in his opinion he did not think ladders were supplied by the landlord. If there was no ladder then he believed it remained for the tenant to get one at his own expense or go without any.

That concluded the evidence in the inquiry, after which Jurymen Clarke read out part of a section of the Public Health and Buildings Ordinance in reference to fire escapes in Chinese tenements. He said that according to the Ordinance he would think that every house was supplied with fire escapes. He would suggest that an Ordinance be passed making it compulsory for every building to have a stairway leading to the roof and made of hardwood which would take a longer time to burn. The wood—China fir—he stated, that is used by Chinese builders for tenements lose they staying power as soon as it gets heated.

## THE JURY'S FINDING.

His Worship informed the jury that any suggestions they had to make would be conveyed to his Excellency the Governor. The jury then retired to consider their verdict. After several minutes they returned to Court and his Worship read out their finding as follows:—

We find that Fuk Kwan and seven others, male and female, died through misadventure, being burnt to death in a fire at No. 3, Tung Loi Lane, whilst endeavouring to escape by the roof. We would recommend that section 149 of the "Public Health and Buildings Ordinance of 1903," with regard to fire escapes, be strictly enforced.

(Signed), CHARLES ROGERS,  
THOS. W. CLARKE,  
HUSAIN P. MADAR.

His Worship, after thanking the jury for the attention they had paid to the inquiry, dismissed them.

## COMPANY MEETING.

SHANGHAI LAND INVESTMENT CO., LTD.

The annual meeting of the above Company was held yesterday evening at the offices of the Company, 2 Jinfeng Road, reports the *Shanghai Times* of 21st Feb. There was only a spare attendance of shareholders, presided over by Mr. E. Jenner Hogg. Others present were Messrs. E. C. Pearce, J. M. Young, C. W. Whitham, J. M. Jamieson (directors), A. Dallas, H. von Rucker, Crawford D. Kerr, Marcus Wolff, A. McLeod, H. J. H. Tripp, H. R. Kinneer, N. F. Bryant and P. Peebles, their manager.

Mr. Peebles was unanimously appointed secretary to the meeting.

The Chairman then said:—The report and accounts, which have been in your hands for some time may, I presume, be taken as read and I will propose their adoption. I am glad to be able to present to you such a favourable record for the past year, results which enable us to offer you the ordinary dividend and a substantial bonus as well. We have done good work during the year. Our rentals have increased by about Tels 41,600, but on the other hand you will notice that the deductions for "Fire Insurance, water, repairs, etc., appear heavy and I should explain that this entry has been made to bear some heavy items for what are really permanent improvements which might fairly be charged to capital as they much reduce ordinary repairs in the future, but I feel sure that you will approve of the prudent policy we have adopted of taking them from the year's earnings.

The entry includes also some rather heavy damage caused by the typhoon last summer, which cost us between Tels 3,000 and Tels 4,000. Fire Insurance, as well as the charges for lighting and water, naturally increase as our buildings extend. You will notice that the credit for interest account shows smaller figures. It accounts for the reduced total of Working account and is attributable to the fact that we have used more of our funds in new buildings and in the purchase of new properties, which though non-productive for the moment, will be remunerative in the near future. We have invested during the year Tels 38,500 in new buildings, Tels 195,900 in vacant land, and Tels 250,100 on land and buildings together—a total of Tels 807,600—all of which should do well. On the other hand we have sold three properties giving satisfactory profits which are credited in Profit and Loss account.

The working account shows a decrease in charges owing to there being no passage monies paid as was the case during the preceding year. Salaries for the staff are rather more, also legal expenses, due in great measure to work connected with the new issue of capital. As regards Reserve fund it has now reached the very substantial sum of Tels 869,493.51 and there will further accrue next April some Tels 650,000 from the premiums on the new capital thus completed and will thus be brought up to about Tels 1,520,000. We have therefore considered it time to cease passing to this account the interests on undeveloped estates and to leave the benefit to present shareholders.

The estates are charged as heretofore each with its proportion, of course, and making a total for the year of Tels 33,299.65, but which as I have said is not carried to the Reserve Fund as formerly.

The Special Reserve Fund remains at Tels 170,000 and is intended for the equalization of dividends should such an emergency occur.

Referring to the Balance Sheet, the report is so fully explanatory that I need only say that we have every reason to be very well satisfied with the changes in the properties whether due to sales, purchases or buildings and the actual values of the properties are, as you are doubtless aware, enormously greater than what they stand at in this account.

Our mortgages are all excellently covered and stand at Tels 1,821,801.42, being about Tels 153,700 more than last year. The debentures appearing among the assets are a few of our own 5 per cent issue, which we took at a low price, and they will, as required, be converted into cash. Capital account is increased by receipts in respect of the new issue last October, and Premium account shows the premium of the new capital issued at that time and will be transferred (subject to your approval at the next annual meeting) when the payment of the whole new capital is completed. You will see from the report that in accordance with the decision at our Extraordinary Meeting last year we put out the new issue of 75,000 shares, payable Tels 40 last October and Tels 35 next April. In October all were applied for but 705 shares which can be satisfactorily disposed of as convenient. As to the current year (1907) without being sanguine I may say that there is every prospect of our increasing prosperity and that a year hence we shall present to you no less favourable results than those which I have been my pleasure to lay before you to-day. There being no questions asked the Chairman proposed and Mr. J. M. Young seconded that the report and accounts as presented be accepted and passed. Carried unanimously.

The Chairman then proposed and Mr. Kinneer seconded that the directors be authorised to pay a final dividend for 1906 of six per cent, and a bonus of three per cent, on the paid up capital to shareholders on the register that day. Carried.

Mr. C. D. Kerr proposed that Mr. E. Jenner Hogg be re-elected a director for the ensuing year. Seconded by Mr. A. Dallas and carried nem. con.

Mr. C. W. Whitham was re-elected auditor for the coming year. The Chairman said that this concluded the business of the meeting and thanked them for their attendance. Dividend warrants would be posted immediately. The meeting closed with a hearty vote of thanks to the chair.

## S.S. "SAINAM."

A FALSE REPORT.

BOARDED BY BLUEJACKETS.

Wuchow, 23rd February.

Really, we are being surfeited with rumours of piracies lately. About 10 days ago we were startled to hear that the Customs Staff en route for Nanning were pirated at Kwei Yuen, and same turned out to be a mere canard. On top of this our small community were greatly alarmed on the 19th instant, when the natives of Wuchow spoke in whispers, that the S.S. *Sainam* had been pirated on the evening of the 18th. Needless to say, inquiries were at once set afoot and the telegraph wires were kept busily plied to find out particulars, etc. Wuchow wired to Canton, Canton wired to Samshui, Samshui wired here, and altogether, things were humming, and no one was any wiser than before. However, the safe arrival in Canton, of the S.S. *Sainam* put an end to all speculation and the following facts were gathered and learned. Captain Wilcox of the *Sainam* reported that he left Wuchow as usual at 8.30 a.m., on the 18th, and after an uneventful passage, arrived at Samshui. Passengers were then transhipped and the vessel left Samshui for Canton. On the arrival at Tai-ping-shah, Captain Wilcox was greatly surprised to find H.M.S. *Maorhen* and *Sandpiper* and also two Chinese gunboats bearing down on the *Sainam*. The *Sainam* stopped and was immediately boarded by a large number of bluejackets from the various gunboats and the vessel was subjected to a most systematic search for pirates. There were about 40 native passengers on board, and the saloon was a distinguished party, consisting of a Japanese Count and Countess, and their retinue. The result of the search ended in no pirates being discovered and after some further delay the *Sainam* proceeded on her way to Canton, where her arrival was greatly welcomed. It appears that telegrams from Wuchow and Canton were despatched to the above gunboats stating that the S.S. *Sainam* was pirated, and the gunboats immediately were on the alert to intercept the *Sainam* and board her, so that if the pirates were still on board, their capture would result. What lent some colour to the question of pirates being on board the *Sainam* was the fact that a few minutes prior to the *Sainam* coming in sight, off Tai-ping-shah, one of the gunboats noticed a small junk, apparently making hurried attempts to get ashore near the river bank. The movements were suspicious, and a boat's crew was sent to intercept the junk, and this was accordingly done. The junk contained some 10 men, and were identified by some of the Chinese gunboats' crews as being some of the most notorious cut-throats and pirates on the West River. These men were immediately put under arrest, and it was presumed that they were part of the gang who had just pirated the *Sainam* and had got away. A sharp look-out was then kept for the *Sainam* and her approach resulted in the boarding of the vessel by the crews of the gunboats, when it was learnt that the *Sainam* was not pirated and that nothing suspicious had occurred during the trip. So ended the great piracy of the *Sainam*. Various theories are advanced by various people, for the above incident, but the one most credited here is that the pirates had worked up this hoax to see if the foreign gunboats on the river were on the alert. If this was really the case, the pirates must surely be convinced that the gunboats patrolling the West River are certainly on the alert, and are ready, eye ready, to give them a warm and enthusiastic welcome the first opportunity they get. This scare has put the masters of vessels on the River very much on the *qui vive*, and guns and pistols are now well looked to, and with ammunition, are kept conveniently handy. It is to be hoped that these rumours will cease, as after a while they get on one's nerves, and it is also devoutly to be hoped that the originator of such rumours will be caught and suitably punished.

NAVAL.

H.M. *Robin* left here a couple of days ago, and has been engaged in sounding to discover an uncharted rock, that one of the West River steamer alleges to have struck. The rock in question has been discovered, but turns out to be one of four rocks that are, on the chart, and just outside the usual track of the West River steamers.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. .... 2/1 1/16  
Do. demand ..... 2/1 1/16  
Do. 4 months' sight ..... 2/1 1/16  
France—Bank T.T. .... 2/1 1/16  
America—Bank T.T. .... 2/1 1/16  
Germany—Bank T.T. .... 2/1 1/16  
India T.T. .... 16 1/2  
Do. demand ..... 16 1/2  
Singapore—Bank T.T. .... 7 1/2  
Siam—Bank T.T. .... 5 1/2  
Java—Bank T.T. .... 13 1/2

Buying.

4 months' sight L/C ..... 2/1 1/16  
6 months' sight L/C ..... 2/1 1/16  
30 days' sight San Francisco & New York ..... 2/1 1/16  
4 months' sight do. .... 2/1 1/16  
30 days' sight Sydney and Melbourne ..... 2/1 1/16  
4 months' sight France ..... 2/1 1/16  
6 months' sight do. .... 2/1 1/16  
4 months' sight Germany ..... 2/1 1/16  
Bar Silver ..... 31 15/16  
Bank of England rate ..... 5 1/2  
Sovereign ..... 58.98

Selling.

London—Bank T.T. .... 2/1 1/16  
Do. demand ..... 2/1 1/16  
Do. 4 months' sight ..... 2/1 1/16  
France—Bank T.T. .... 2/1 1/16  
America—Bank T.T. .... 2/1 1/16  
Germany—Bank T.T. .... 2/1 1/16  
India T.T. .... 16 1/2  
Do. demand ..... 16 1/2  
Singapore—Bank T.T. .... 7 1/2  
Siam—Bank T.T. .... 5 1/2  
Java—Bank T.T. .... 13 1/2

Buying.

4 months' sight L/C ..... 2/1 1/16  
6 months' sight L/C ..... 2/1 1/16  
30 days' sight San Francisco & New York ..... 2/1 1/16  
4 months' sight do. .... 2/1 1/16  
30 days' sight Sydney and Melbourne ..... 2/1 1/16  
4 months' sight France ..... 2/1 1/16  
6 months' sight do. .... 2/1 1/16  
4 months' sight Germany ..... 2/1 1/16  
Bar Silver ..... 31 15/16  
Bank of England rate ..... 5 1/2  
Sovereign ..... 58.98

Selling.

London—Bank T.T. .... 2/1 1/16  
Do. demand ..... 2/1 1/16  
Do. 4 months' sight ..... 2/1 1/16  
France—Bank T.T. .... 2/1 1/16  
America—Bank T.T. .... 2/1 1/16  
Germany—Bank T.T. .... 2/1 1/16  
India T.T. .... 16 1/2  
Do. demand ..... 16 1/2  
Singapore—Bank T.T. .... 7 1/2  
Siam—Bank T.T. .... 5 1/2  
Java—Bank T.T. .... 13 1/2

Buying.

## AMERICA AND JAPAN.

THE PROPOSED AGREEMENT CRITICIZED.

A Tokio special of Feb. 19 to the N. C. D.

News says:—

The House of Representatives at Washington has passed President Roosevelt's amendment of the Immigration Bill by a large majority.

The authorities at Tokio declare that they have consented to the principle of restriction being placed on the immigration of Japanese into America, but they have not yet consented to the Amendment as passed by the United States Congress. The actual application of this Amendment depends on diplomatic negotiations which have not yet been opened.

The Japanese in Hawaii are telegraphing strong protests to Washington and Tokio.

Some of the Tokio papers point out that the Bill passed by Congress is more illegal than the Segregation Act of California.

## To-day's Advertisements.

HONGKONG HORTICULTURAL SOCIETY.

FLOWER SHOW.

IN THE BOTANICAL GARDENS.

TO-MORROW, 26th February.

Open 1 P.M. till 6 P.M.

H.E. THE GOVERNOR has kindly consented to Distribute the Prizes at 5 P.M.

WEDNESDAY, 27th February.

Open 10.30 A.M. to 3 P.M.

Admission ..... 50 cents.

3 P.M. to 6 P.M.

Admission ..... 20 cents.

Children half price.

TEA will be obtainable on the Grounds. By kind permission of Lieut.-Col. W. SCOTT MONCRIEFF and Officers the band of the Third Battalion, Middlesex Regiment will play on both days from 2.30 to 6 P.M.

Hongkong, 25th February, 1907. [253]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12 per Share for the six months ending 31st December, 1906, declared at Monday's Ordinary Yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after 1.15.1907, the 26th February, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Building, New Praya.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 25th February, 1907. [254]

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be resumed on FRIDAY, 1st March.

For terms apply to—

THE HEADMASTER.

Hongkong, 25th February, 1907. [255]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"BANCA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Persian Gulf, ex B.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 3rd proximo, at 4 P.M., will be subject to rent.

No fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 25th February, 1907. [2]

COMPAGNIE DES MESSEAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Company's Steamship

"ERNEST SIMONS,"

Captain Girard, will be despatched as above, on MONDAY, the 4th March.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 25th February, 1907. [10]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG," 1,238 T. W. WALKER Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ..... \$4.

Meals ..... \$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO. LD.,

No. 8, Queen's Road West

Hongkong, 14th January, 1907. [16]

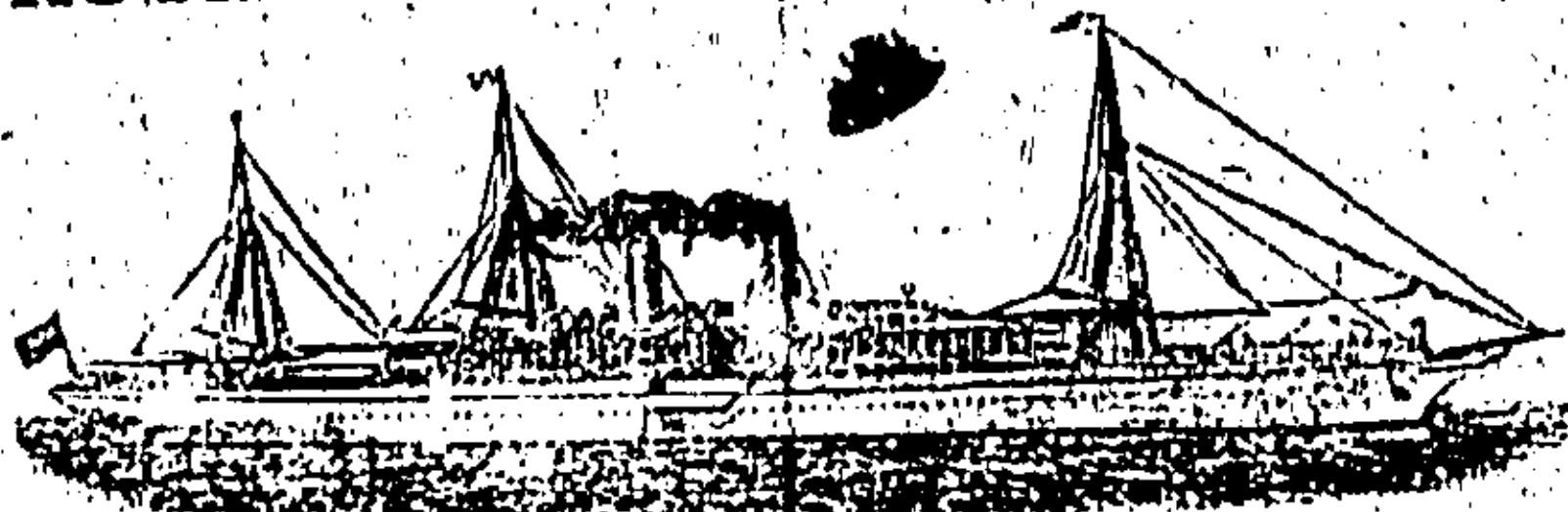
## Intimation 3

THE

ROBINSON PIANO



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

| PROPOSED SAILINGS.                | Leave HONGKONG                | ARRIVE VANCOUVER |
|-----------------------------------|-------------------------------|------------------|
| "MONTEAGLE".....6,163.....        | WEDNESDAY, February 27th..... | March 23rd       |
| "EMPRESS OF JAPAN".....6,000..... | THURSDAY, March 14th.....     | April 1st        |
| "TARTAR".....4,425.....           | WEDNESDAY, March 27th.....    | April 20th       |
| "EMPRESS OF CHINA".....6,000..... | THURSDAY, April 11th.....     | April 29th       |
| "ATHENIAN".....3,882.....         | WEDNESDAY, May 1st.....       | May 25th         |
| "EMPRESS OF INDIA".....6,000..... | THURSDAY, May 9th.....        | May 27th         |

(Subject to Alteration.)

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOREA, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with the Special Mail, Express, and at St. John, N.B., with the Company's New Patriotic "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 20 days from HONGKONG.

Hongkong to London, 1st Class.....14d St. Lawrence £50. Via New York £62.  
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....£40.  
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and ARRIVING THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
HONGKONG, 23rd February, 1907. Corner Pedder Street and Praya. [11]

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

| For                               | Steamship     | On                          |
|-----------------------------------|---------------|-----------------------------|
| SHANGHAI.....                     | HANGSANG..... | FRIDAY, 1st Mar., Noon.     |
| MANILA.....                       | YUENSANG..... | FRIDAY, 1st Mar., 4 P.M.    |
| SINGAPORE, PENANG & CALCUTTA..... | KHIPSANG..... | SATURDAY, 2nd Mar., 3 P.M.  |
| TIENSIN.....                      | CHITSING..... | SUNDAY, 3rd Mar., daylight. |

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, and Yangtze Ports.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers. [6]

Hongkong, 25th February, 1907.

## CHINA NAVIGATION CO., LIMITED.

| FOR                                                                                                               | STEAMERS        | TO SAIL               |
|-------------------------------------------------------------------------------------------------------------------|-----------------|-----------------------|
| MANILA.....                                                                                                       | "TAMING".....   | 26th February, 4 p.m. |
| SHANGHAI and CHINKIANG.....                                                                                       | "KWANGSE".....  | 26th " "              |
| TIENSIN.....                                                                                                      | "KUEICHO".....  | 27th " "              |
| SHANGHAI.....                                                                                                     | "YUCHOW".....   | 1st March, " "        |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE..... | "TSINAN".....   | 8th " "               |
| YOKOHAMA and KOBE.....                                                                                            | "CHANGSHA"..... | 18th " "              |

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.  
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS. [7]

Hongkong, 25th February, 1907.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship.  | Tons. | Captain.       | For    | Sailing Dates.               |
|-------------|-------|----------------|--------|------------------------------|
| ZAFIRO..... | 2540  | R. Rodger..... | MANILA | SATURDAY, 2nd Mar., at Noon. |
| RUBI.....   | 2540  | R. Almond..... | "      | SATURDAY, 9th Mar., at Noon. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
General Managers. [15]

Hongkong, 25th February, 1907.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

| Steamship             | Arrival             |
|-----------------------|---------------------|
| "LOWTHER CASTLE"..... | The end of January. |

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents. [8]

Hongkong, 17th January, 1907.

## Shipping—Steamers.

HAMBURG-AMERIKA LINIE.  
PASSENGER SERVICE.

By the new steamers "RHENANIA," "HABSBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics, with very large well ventilated cabins, amidsips, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

## NEXT SAILINGS FROM HONGKONG.

| Outward.                             | Homeward.                                                                                 |
|--------------------------------------|-------------------------------------------------------------------------------------------|
| FOR SHANGHAI, KOBE AND YOKOHAMA..... | FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG..... |
| HABSBURG.....3rd March.              | SCANDIA.....16th March.                                                                   |
| RHENANIA.....1st April.              | HABSBURG.....5th April.                                                                   |
| HOHENSTAUFEN.....30th April.         | RHENANIA.....3rd May.                                                                     |
| SILESIA.....31st May.                | HOHENSTAUFEN.....29th May.                                                                |
| SCANDIA.....30th June.               | * Call at Lisbon.                                                                         |

Hongkong, 25th February, 1907. [3]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship  
"EASTERN,"  
Captain McArthur, will be despatched as above, on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 29th January, 1907. [17]

## ORIENTAL PACIFIC LINE.

MONTHLY SERVICE FROM  
HONGKONG TO SAN FRANCISCO,  
via KOBE AND YOKOHAMA.

THE Steamship  
"DAKOTAH".....4th March, 1907.  
For Freight and further particulars, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 25th February, 1907. [14]

## REGULAR STEAMSHIP SERVICE

TO NEW YORK,  
via PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
S.S. "MUNCASTER CASTLE".....12th March.  
S.S. "LOWTHER CASTLE".....21st March.  
\* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.  
For Freight and further information, apply to  
DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 29th January, 1907. [64]

## THE NEW FRENCH REMEDY

## TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Kossatz, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses every other remedy hitherto employed.

**THERAPION No. 1** is especially short time, after a few days only, removes all discharges, effectually suppurating injections, the use of which does irreparable harm by the destruction of structure and other serious disease. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of the kind, it will be found astonishingly efficacious, affording prompt relief where other remedies have been powerless.

**THERAPION No. 2** purifies the blood, cures all eruptions of the skin, such as eczema, psoriasis, and all diseases for which it has been too much a fashion to employ mercury, arsenic, and other powerful and dangerous drugs, and restores the system to health. This preparation purifies the whole system through the blood, and thoroughly eliminates all noxious matter from the body.

**THERAPION No. 3** is a powerful purgative, and all distressing consequences of constipation, worry, overwork, early error, excess, &c. It possesses surprising power in restoring strength and vigor to those suffering from nervous debility, and of long residence in hot, unhealthy climates.

**THERAPION** is sold by all Chemists throughout the world. Price in England 2/6 per packet. In order to state which of the three numbers required, and observe above Trade Mark, which is a facsimile of word "THERAPION" as it appears on British Government stamps (leave white space, and do not enclose in any wrapper) by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists. [10]

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE-HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken, PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## XEROGRAPH.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

## THE HONGKONG TELEGRAPH

## OFFICE.

Estimates given for all classes of work on application to

## THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

## THE COPPER MINE RIOTS.

## ORDER RESTORED.

## MINERS RETURN TO WORK.

A dispatch from the Commander of the gendarmerie at Ashio, to Headquarters in Tokyo, dated the 13th instant, says:—"Order is being restored gradually. The officials of the mine and their families have come back, and are quartered at the schools. None of the officials or their families appear to be missing. The body of a man who had been burnt to death has been discovered in front of a godown at Motoyama. One of the servants at the managing office has not been seen recently, and the body is supposed to be that of the missing servant. The inhabitants of Ashio have re-opened business since Saturday. The managing authorities of the mine have started investigations into the damage caused by the disturbance."

In a dispatch dated Wednesday, the Ashio correspondent at Ashio states that all the workers in the mines resumed work at 6 o'clock in the morning of that date, and order has been entirely restored.

The troops left Ashio at 5 o'clock on the same day for Takasaki. Governor Nakayama and Judge Masui, President of the Utsunomiya Court will remain at Ashio a few days longer. The troops stopped at Nikko at the request of Governor Nakayama, but were expected to leave there yesterday morning.

After the departure of the troops on Wednesday morning, the correspondent visited the various pits, and found everything quiet with the exception of the Tsuido mine, where there was still a little disorder. The workers at Motoyama are said to repent of their actions, and the inhabitants of Ashio are now at ease.

At 10.30 o'clock on Wednesday morning religious services were held at the shrines at the Motoyama, Odaki and Tsuido workings with the object of dispelling evil curses. There were present the officials of the mine and representatives of the workers. Placards have been posted in every street, announcing that, although the troops have withdrawn, the police force is strong enough to keep order, and the inhabitants are therefore urged to be reassured as there is no need for alarm.

A message from Utsunomiya states that 1,058 out of 1,217 miners at the Motoyama pit, and 1,064 out of 1,151 at the Tsuido pit, have resumed work.—Japan Chronicle.

## WHEN THE SHIP GOES DOWN.

## WHAT HAPPENS TO VESSELS ON THE SEA BOTTOM.

What becomes of the ship that sinks in mid-ocean? If it is of wood, says the *Baltimore American*, it takes, in the first place, considerable time for it to reach the bottom. In 100 or more fathoms of water a quarter of an hour will elapse before the ship reaches bottom. It sinks slowly and when the bottom is reached it falls gently into the soft, cozy bed with no crash or breaking.

Of course, if it is laden with pig iron or corresponding substance, or if it is an iron ship, it sinks rapidly and sometimes strikes the bottom with such force as to smash in pieces. Once sunken, a ship becomes the prey of the countless inhabitants of the ocean.

They swarm over and through the great boat and make it their home. Besides this they cover every inch of the boat with a thick layer of lime. This takes time, of course, and when one generation dies another continues the work until finally the ship is so laden with heavy incrustations, corals, sponges and barnacles that, if wood, the creaking timbers fall apart and slowly but surely are absorbed in the waste at the sea bottom.

Iron vessels are demolished more quickly than those of wood, which may last for centuries. The only metals that withstand the chemical action of the waves are gold and platinum, and glass also seems unaffected. No matter how long gold may be hidden in the ocean it will always be gold when recovered, and this fact explains the many romantic and adventurous searches after hidden submarine treasures lost in shipwrecks.

## TO GROW FAT WIVES.

## AN ODD AFRICAN CUSTOM.

The people in portions of Africa have many curious customs and superstitions, and among the former may be mentioned the fashion of having fat wives.

Being introduced to a great chief's wife, Speke thus described her:—"I was struck with the extraordinary dimensions of the fat fair one. She could not rise, and so large were her arms that the flesh between the joints hung down. The chief, pointing to his wife, said: 'This is the product of our milk-pots; from early youth upward we keep these pots to their mouths, as it is the fashion at court to have very fat wives.' A sister-in-law of the king was a perfect wonder of hypertrophy. She was unable to stand except on all fours."

"I unblushingly requested permission to measure her. This is the result: Round the arm, 23 ins.; chest, 52 ins.; thigh, 31 ins.; calf, 20 ins.; height, 5 ft. 8 ins."

"All of these are exact except the height, and I believe I could have obtained this more accurately if I could have laid her on the floor. Not knowing what difficulties I should have to contend with such a piece of engineering, I tried to get her height by raising her up."

"This, after infinite exertions on the part of us both, was accomplished, when she, sank down again fainting, for the blood had rushed into her head."

"Meanwhile, the daughter had sat before me, sucking at a milk-pot, on which the father-keeper, at work by holding the rod in his hand, for, as fattening is the first duty of fattening female life, it must be duly enforced by the rod if found necessary."







